

Hawaii MARINE

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Warriors of Kaneohe



A painting depicting John Finn defending Naval Air Station Kaneohe Bay on Dec. 7, 1941, entitled "The Warriors of Kaneohe," by artist Jim Laurier, was presented to the Commander, Patrol and Reconnaissance Force, U.S. Pacific Fleet during the 60th Anniversary celebration last year. See the full story on MCB Hawaii ceremonies on page A-3.

DoD civilian executives get taste of Marine Corps leadership

Cpl. Jason E. Miller
Combat Correspondent

Dressed in black utilities and ready when they arrived, more than 50 civilian leaders from around the Department of Defense arrived aboard MCB Hawaii, Kaneohe Bay, Monday morning for a first-hand look at the type of training Marines do to maintain their readiness.

While here, as part of the executive leadership development program, the team received classes in rappelling and in mastering the Marine Corps obstacle course.

The guests were also to attend a seminar at the Officers' Club and eat lunch at Anderson Hall.

After all the morning classes it was the civilians' turn to make an attempt at completing all the obstacles on the course and career



The ELDP team members exercise to loosen up before attacking the obstacle course at the Boondocker.

down the rappel tower. "This is our first stop on a tour of all the branches," said Cristine Khoeler, a member of the ELDP team. "It's given us a real change of perspective to see how you all live and train. I figure if we can make it through our day here with the Marines, then the rest of the tour should be a piece of cake."

Teams comprised of several ELDP members attacked the obstacle course and utilized teamwork to get through nearly every event.

Marines from the 3rd Marine Regiment stood by to offer support and advice on clearing obstacles on the course.

After a tour on the obstacle course, the civilians lined up to make a trip down the rappel tower.

While many of them didn't make the transition to the ground as smoothly as their instructor Marines, most of them made the trip down the tower unscathed.

At lunch time, the team members sat down to eat with Marines of all ranks to get a better understanding of the Marine lifestyle.

Information and experience obtained from participating in the Marine Corps training will help the ELDP members look at tasks in a different light while accomplishing missions in their Department of Defense careers.

Waterfront Ops Sailors assist two boat crews this week

Story and Photos by
Staff Sgt.
Robert Carlson
Combat Correspondent

Waterfront Operations came to the rescue twice this week when a 59-foot sailboat ran aground in the Kaneohe Bay Monday, and a 15-foot motorboat nearly capsized near the outer reef Sunday.

Both vessels received only minor damage, and no one on either crew was injured.

While Waterfront Operations assists with more than 90 incidents each year, the back-to-back assistance calls were no problem for the 17 Sailors assigned to the unit.

A Sailor on watch at Waterfront Operations Sunday was visited by a surfer whose motor boat was in danger of capsizing near Turtleback Rock at the edge of the bay. Three men used the boat to travel to the reef to surf the waves there, and when they returned to their boat, found that the 10-15-foot swells were giving their boat a beating.

Unable to drive back, one of the men contacted Waterfront Operations, and the Sailors responded to help the boaters clear their debris out of the water, and get their vessel to shore. The Sailors towed the boat to the pier and the men pulled it out with their trailer and drove away.

The incident Monday involved a large double-masted sailboat from Lanai, which ran aground in the bay before 4 a.m. The crew of four was unfamiliar with the channels in the bay and became stuck at 5 a.m. Without any radio capabilities, the crew decided to use their 15-foot motorboat to try and get help, but that too became grounded and

needed to be towed.

"The bay is difficult to navigate, especially at night when the background lights kind of blend in with the navigational markers," said Chief Warrant Officer 2 Matthew Santos, officer in charge at Waterfront Operations. "It takes several trips through the bay to be familiar with the coral and the channels."

While Waterfront Operations' jurisdiction officially stops at 500 feet from the shore of the base, the Sailors routinely work

See RESCUE, A-6



Chief Warrant Officer 2 Matthew Santos, officer in charge at Waterfront Ops, returns to his boat after assessing the situation from below.

Impact of MCBH 'Click It or Ticket' campaign released

Press Release
Hawaii Marine Staff

The Provost Marshal has released statistics of the "Click it or Ticket" seatbelt campaign, which was originated by the state of Hawaii and in which MCB Hawaii actively participated. All totals will be reported to the Honolulu Police Department and added to State of Hawaii data for the campaign.

According to HPD, MCB Hawaii was the only installation on island that actively participated.

The state will launch its next Click it or Ticket campaign in May 2003. Meanwhile, the Military Police Department has said it will continue to press on by enforcing motorists to abide by the state's seatbelt laws.

MCB Hawaii "Click It or Ticket" Statistics

Statistics for the first week of the "Click It or Ticket" seatbelt campaign, Nov. 18 - 24, netted the following totals aboard MCB Hawaii.

Date	# Vehicles	# Citations	Percent
11/18 - 11/24	2,166	51	97.6

Statistics follow for the second week.

Date	# Vehicles	# Citations	Percent
11/26	589	15	97.5
11/27	297	6	98

Date	# Vehicles	# Citations	Percent
11/28	51	0	100
11/29	207	2	99
11/30	469	7	98.5
12/1	310	5	98.4
12/2	147	5	96.6
	2,070	40	98.1

Overall, MCB Hawaii logged the following statistics.

Date	# Vehicles	# Citations	Percent
11/18 - 12/2	4,236	91	97.9

MCBH NEWS BRIEFS

K-BAY CONCERT, TREE LIGHTING GOES SUNDAY

The MCB Hawaii community is invited to attend the 2002 MCBH Christmas Concert and Tree Lighting Ceremony, featuring the Marine Forces Pacific Band, Sunday at the Base Theater.

The concert will begin at 5 p.m., and the tree lighting ceremony will follow at Dewey Square, immediately after the concert.

The entire family is invited to bring lawn chairs and blankets, and to relax and participate in Christmas carolling. Plus, there will be skits and a special guest appearance by someone very special to children.

MSG SCREENS APPLICANTS WEDNESDAY, THURSDAY

The Marine Security Guard Screening Team from Headquarters U.S. Marine Corps will visit MCB Hawaii, Kaneohe Bay, Wednesday and Thursday to locate Hawaii's most qualified and elite Marines who want to assume the prestigious responsibility of safeguarding a U.S. Embassy or Consulate around the globe.

During their visit, screening team representatives will conduct detailed briefings at the BOQ and screen volunteers for possible future assignments in the MSG program.

"The team will interview Marines and may even issue orders to those who qualify and whose monitor releases him for special duty assignment to the MSG program," said Master Sgt. Iosefa Elisara, career retention specialist, MCB Hawaii.

All Marines who desire to be seen are required to have in possession their SRB, health records, current BIR/BTR, financial statements and complete commanding officer's screening/interview guide, per MCO 1306.2N.

Marines who are interested in screening must see their unit's career retention specialist/career planner prior to being seen by the team to complete all necessary screening checklists.

"The MSG screening team only comes out to K-Bay once a year," said Elisara. "All Marines from the ranks of lance corporal to master gunnery sergeant are highly recommended and encouraged to attend."

Hawaii MARINE

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Public Affairs Director Maj. Chris Hughes
Press/Media Officer 2nd Lt. Amy B. Mueller
Public Affairs Chief Gunnery Sgt. Rhys Evans
Managing Editor Aiko Brum
Press Chief Staff Sgt. Jesus A. Lora
Staff Writer Staff Sgt. Robert A. Carlson
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Staff Writer Cpl. Jason E. Miller
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To contact the MCB Hawaii Public Affairs Office use the following addresses:

HAWAII MARINE, BOX 63062, BLDG. 216,
MCB HAWAII, KANEOHE BAY, HAWAII 96863
E-MAIL: HAWAIIIMARINE@MCBH.USMC.MIL
FAX: 257-2511, PHONE: 257-8840

CG's MAIL BOX

"We have also been told that a new, smaller, uncovered play structure will be built in a more remote location."



BRIG. GEN. MCABEE

Submitted by ASYMCA Playgroup members



Staff Sgt. Robert Carlson

Currently located in the parking lot adjacent the K-Bay Commissary and McDonald's, the super playground will be relocated to a future Risley Field mega-recreational complex.

make is that the super playground is not only a place for children to have fun but also a place for spouses to meet and develop their own social support networks.

Thank you,
ASYMCA Playgroup Members

Dear Members of the ASYMCA Playgroup:

Thank you for your recent correspondence regarding the relocation of our super playground.

I couldn't agree with you more; our current super playground is a world-class facility that our families have enjoyed for many years. It has significantly enhanced the quality of life at MCB Hawaii.

As you know, we will begin construction on our new, state-of-the-art post office this month. After carefully reviewing and consider-

ing all the options, I have decided to relocate the super playground to Risley Field.

This course of action will allow us to build the post office in a location that will further expand our community center concept and provide enhanced convenience to our entire active duty and retired military community.

We are also planning to begin construction on a world-class chapel in the community center area in the very near future.

I haven't forgotten about the playground and its importance to our families. We will create an environment at Risley Field that supports all types of recreational interests at one convenient location.

In addition to a new super playground, which will be equipped with all the latest amenities and safety protection, we will provide restroom facilities and drinking fountains. We also have plans to construct a mile-and-a-half running path around the field.

By relocating the super playground to an area with existing outdoor facilities like softball, baseball, volleyball and a skateboard park, along with the above-planned facility improvements, we will create a family sports and recreation complex where families can play together, meet other people with shared interests and develop life-long friendships in a pleasant and safe environment.

Again, thank you for taking the time to express your concerns and recommendations.

Sincerely,
J. C. McAbee
Commanding General
Marine Corps Base Hawaii

(Editor's Note: Letters of any length may be trimmed and edited in the interest of good taste and brevity.)
The commanding general invites input from the base community via C.G. Mail on the following topics: What are we doing that we shouldn't be doing? What are we not doing that we should be doing? What are we doing that we should be doing better?
Responses should include a recommendation that will help solve the problem and must include your name and return address so that staff may respond.
For more information about how to send C.G. Mail, see the MCB Hawaii C.G. Mail page at www.mcbh.usmc.mil/command/cg-mail.htm.

Base regs govern nighttime walks, runs, cycling

Base Safety Center Press Release

Early morning runs or late evening bicycle rides are not only physically stimulating, but also essential to maintain one's health. However, participating in an active lifestyle can be dangerous if vehicle operators don't see you.

Runners, walkers and cyclists need to remain alert to their surroundings and remember that drivers may have their attention directed elsewhere.

The following tips will keep them on the road and out of the emergency room:

1) Run/bike with the traffic flow. This allows you to see the vehicles and to take evasive action if necessary.

2) Increase your visibility by wearing reflective clothing or apparel. Brightly colored clothing is recommended during daylight hours; however, reflective clothing is mandatory during the hours of darkness.

3) When running or walking, flashlights are highly recommended, plus they help you to see trip hazards on off-road trails.

4) When biking at night it is required that the bicycle be equipped with a white light facing the front and proper reflectors to the front and rear, on the wheels, and on the pedals of your bicycle.

5) Headphones shouldn't be worn, except on a running track or PT field. Headphones limit your ability to hear horns or verbal warnings by others.

6) Use sidewalks, bike paths and crosswalks at all times. If not available, then runners/walkers/cyclists should use worn trails, shoulders or roadways.

Formation runs also have certain restrictions that must be followed to ensure everyone's safety during the hours of darkness. Formations (having seven or more personnel) are required to:

1) Have minimal interference with traffic.

2) Coordinate with the Provost Marshal's Office 48 hours prior to battalion or larger size formation runs.

3) Utilize roadguards with orange reflective vests at all intersections.

4) Maximize visibility with reflective vests, flashlights, lightsticks, etc., during the hours of darkness.

5) Use headlights and emergency flashers — while not impeding other traffic, pedestrians or cyclists — if support vehicles are used.

Fitness is a part of everyone's life, especially among military families. If you become familiar with Base Order P5500.15A, which addresses the requirements for activities during the hours of darkness, and Base Order 6100.1, which discusses personal jogging and unit formation runs, you will increase your awareness and reduce the likelihood of incidents that can result in citations or, even worse, severe injury.

For more details, contact Master Sgt. David A. Welker at the Base Safety Center, 257-1830.



Sergeants and below who dare to become Combat Correspondents and who would pride themselves in telling the Marine Corps story can seize the opportunity with a lateral move into the 4341 field. Contact Gunnery Sgt. Rhys Evans, base public affairs chief, at 257-8832 or 257-8840, for more information.

‘THE DATE THAT WILL LIVE IN INFAMY’
— Franklin Delano Roosevelt —



Courtesy of the National Archives

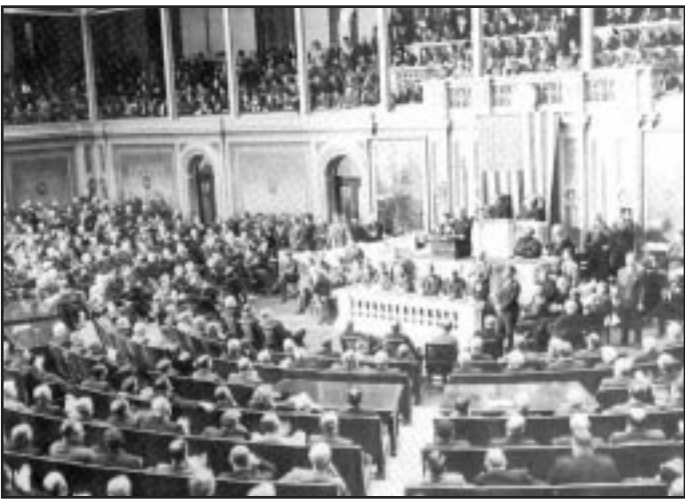
Personnel try to extinguish fires on the burning airplanes at NAS Kaneohe Bay on the morning of Dec. 7, 1941.

MCBH pauses to honor survivors



Photos Courtesy of the National Archives

Above — Personnel scurry to put out the flames of burning aircraft and hangars at NAS Kaneohe Bay. Below — President Franklin Delano Roosevelt addresses Congress in the aftermath of the surprise attack and urges response.



Staff Sgt. Robert Carlson
Combat Correspondent

With the recent terrorist attacks around the world still fresh in our minds, Saturday we honor the survivors of a different surprise attack on our country.

December 7 is a day to honor those who were here for those first horrifying hours of the War in the Pacific.

Today, we welcome dozens of members of Patrol Squadron (VP)-11 and the Kaneohe Klippers Associations to MCB Hawaii — who come to mark the 61st Anniversary of Dec. 7, 1941.

They have come from all over the nation, braving the challenges of post 9-11 air travel and the perils of the frailties of age and health to be here today to honor their fallen shipmates.

It's been 61 years since America was catapulted into World War II. On Dec. 7, Japan launched a surprise attack on the U.S. military bases of Hawaii. Sunday morning, Dec. 7, 1941, was the day that military personnel and their families woke to the sound of machine guns and bombs.

There was more to the attack than Pearl Harbor. Naval Air Station, Kaneohe Bay, was hit hard and lost 18 Sailors and one civilian in the two waves of the attack on Mokapu Peninsula.

Nearly every plane on the base was destroyed. Many men stood up to the attackers and became heroes.

Some of these heroes are here now. We may not have many more chances to personally thank them for their service in protecting America, to hear first-hand combat stories about places like Pearl Harbor, Tarawa, Iwo Jima, Guadalcanal, Midway and Okinawa.

We sincerely hope that you and your family will have the opportunity to meet and get to know World War II veterans who are here for the remembrance ceremonies.

The ceremonies are Hawaii's chance to say "Thank You."

Commandant of the Marine Corps
gives 10 principles for USMC leaders

Gen. James L. Jones
Commandant of the Marine Corps

ONE — Have a vision. Develop a strong sense of where you want to go. You may not begin with a clear end-state, but you should at least have some guiding principles. The end-state will emerge before long, and you can begin to articulate it more fully, in broad terms.

Develop goals along the way, milestones, so you can measure progress and share the achievements.

TWO — Build consensus. You must invest time in articulating the vision in order to build consensus. If it's just *your* vision when you leave, the vision leaves with you. If you build consensus and share the ownership, the vision will remain.

Don't script the vision. Sell it! Let those around you fill in the details of how to get there.

You must keep talking about the vision from many different aspects until everyone understands it in their own way.

THREE — Lead from a position of confidence. Believe in the direction you have charted. There is no need to develop an opposition.

If you have a good vision that is shared, it should motivate everyone, so you don't have to make enemies

in order to motivate your people.

Achieve the vision because it is the right thing to do.

FOUR — Allow time to achieve your end-state. It will not come about overnight or all at once.

Be satisfied with measurable progress toward the goal. If your vision is right, if your message is received, the means will present themselves in time.

FIVE — You will not achieve all of your goals, at least, not on your watch. That's OK. After all, it's not about you but about *us*.

SIX — Your Marines are trying to do the right thing. Assume this is true for *all* your Marines, regardless of rank.

If they seem misguided, discover whether or not they understand the vision. Often, they just need a bit more guidance. That's what leaders are for.

SEVEN — Allow for human failure. Across everything we do, there will be setbacks associated



GEN. JONES

with human failures. Most of these will be errors of omission rather than errors of commission.

Giving someone a second chance will never hurt you, and will often help.

EIGHT — It's *our* Corps. It's not my Corps, or your Corps. From recruit training and OCS on, Marines should be held accountable to meet your expectations, but you need to meet theirs as well.

Meeting expectations is a two-way contract. This is the only way an all-volunteer force will work over the long term.

NINE — Empower your Marines. Give clear guidance and intent, then let your Marines do what they do best.

Write good policy, then drive execution to the lowest levels practicable. You will be amazed at the results.

TEN — Embrace change but protect our culture. Change is how we grow, how we stay sharp, how we deliver what the nation needs. Don't fight it, but control its direction through articulating your vision.

Remember, you don't have to do it all at once. In embracing change, however, do not abandon those things that make us who we are. The qualities that truly set Marines apart have withstood the test of time.

WORD ON
THE STREET
“What did
you do on
the
Thanksgiving
holiday?”



“I went to my bat-
talion sergeant ma-
jor’s house and
had a great
dinner.”

Cpl. Lauren
Wayne

Battalion police
sergeant
Headquarters and
Service Co., 3/3



“I had dinner with
friends and family.”

Sara Weiner

Cashier
Dunkin Donuts



“I watched a movie
and called my fam-
ily back home.”

Lance Cpl. Adam
Morris

Rifleman
Bravo Co., 1/3



“I had a
Thanksgiving
dinner at my
gunnery sergeant’s
house.”

Lance Cpl. David
Reinman

Legal Assistance
clerk
Base Legal, MCB
Hawaii



“I had a dinner with
my wife’s family.”

Cpl. Josh
Messenger

Weapons instructor
CSSG-3

EVERY CLIME AND PLACE

11th MEU warriors make investment in East Timor

Sgt. Brian J. Griffin
11th MEU (SOC) Public Affairs

AIDABALETEN, East Timor — The hot sun of East Timor beat down on a small group of buildings as Marines from the 11th Marine Expeditionary Unit (Special Operations Capable) concentrated on their tasks at hand.

This time it wasn’t a training exercise, but a humanitarian assistance operation recently held over three days and the largest such project conducted in East Timor in the last two years.

Approximately 500 Marines and Sailors from the 11th MEU (SOC) and the USS Belleau Wood Amphibious Ready Group participated in the project that was spread out over eight different sights around the country in late November.

Two of the units participating included Marines from Lima Co. and Amphibious Assault Vehicle Platoon, Battalion Landing Team 3/1, who had the task of refurbishing several buildings that were decaying over the years since their construction.

The Marines arrived by helicopters to a small landing pad in an old cattle pasture. Unloading their gear from CH-46E Sea Knight and CH-53E Super Stallion birds, they grabbed backpacks and new tools of the trade such as hammers, nails, paintbrushes, brooms, ladders and a whole other gamut of items not normally carried by a company of infantry Marines.

With their usual will and determination, they accomplished the mission at hand: rebuilding a community.



Sgt. Brian J. Griffin

Corporal Josh Felshaw, a mechanic with the AAV Platoon, 11th MEU (SOC), teaches East Timorese children how to screw trim onto a chalkboard.

“It was pretty sad when we showed up,” said Capt. Matthew Reid, commanding officer, Lima Co., BLT 3/1. “The buildings were run down, there was graffiti on the walls, holes through the walls, no windows or doors. It was pretty much beaten down.”

Without hesitation or question, the Marines picked up their tools. They knew their mission was to make someone else’s life better.

“We’re not trained for this type of thing; it’s not in an infantry Marine’s training scope,” Reid said. “Still, the Marines are here giving 100 percent.”

For hours they worked in the heat and near 100 percent humidity. By the end of the day, most were covered in as much paint as they were sweat. It was the

first time some of the young warriors had ever done construction.

“As a MEU, we train to be able to conduct missions along the spectrum of conflict, from combat operations to humanitarian assistance,” said Col. Anthony Haslam, commanding officer, 11th MEU (SOC).

“The Marines and Sailors did an outstanding job and completed their projects with a level of detail well beyond all expectations.”

Before the warriors returned to the landing pad to board helicopters flying back to their ship, they left the small community with some leftover materials to help them continue the restoration process, as well as an improved schoolhouse for the children of Aidabaleten.



Sgt. Brian J. Griffin

Corporal Jeremy Wilton (right), a mortarman with Co. L, BLT 3/1, 11th MEU (SOC), joined more than 500 Marines and Sailors who helped refurbish the schoolhouse in the village of Aidabaleten, East Timor.

Meth use nets consequences

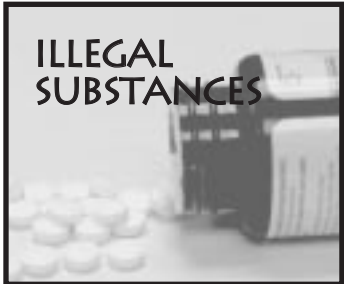
Most illegal use damages the brain, impacts behavior, creates addicts

National Institute on Drug Abuse
Press Release

Long-term methamphetamine abuse results in many damaging effects, including addiction.

Addiction is a chronic, relapsing disease, characterized by compulsive drug-seeking and drug use, which is accompanied by functional and molecular changes in the brain.

In addition to being addicted to methamphetamine, chronic methamphetamine abusers exhibit symptoms that can include violent behavior, anxiety, confusion and insomnia. They also can display a number of psychotic features, including paranoia, auditory hallucinations, mood disturbances and delusions (for example, the sensation of insects creeping on the skin, called “formica-



tion”).

The paranoia can result in homicidal as well as suicidal thoughts.

With chronic use, tolerance for methamphetamine can develop.

In an effort to intensify the desired effects, users may take higher doses of the drug, take it more frequently, or change their method of drug intake.

In some cases, abusers forego food and sleep while indulging in a form of bingeing known as a “run,” injecting as much as a gram of the drug every 2 - 3 hours over several days, until the user runs out of the drug or is too disorganized to continue.

Chronic abuse can lead to psychotic behavior, characterized by intense paranoia, visual and auditory hallucinations, and

out-of-control rages that can be coupled with extremely violent behavior.

Although there are no physical manifestations of a withdrawal syndrome when meth use is stopped, several symptoms occur when a chronic user stops taking the drug. These include depression, anxiety, fatigue, paranoia, aggression and an intense craving for the drug.

In scientific studies examining the consequences of long-term meth exposure in animals, concern has arisen over its toxic effects on the brain.

Researchers have reported that as much as 50 percent of the dopamine-producing cells in the brain can be damaged after prolonged exposure to relatively low levels of methamphetamine.

Researchers also have found that serotonin-containing nerve cells may be damaged even more extensively.

Whether this toxicity is related to the psychosis seen in some long-term meth abusers is still an open question.

Sleep-deprived drivers cloud holidays more than alcohol

JANE E. BRODY
Special to the Hawaii Marine

The holiday season promises to bring a serious threat to thousands of sleep-deprived Americans — from motor vehicle accidents that can injure or kill the driver, passengers, pedestrians or people in other vehicles.

A recent poll by the National Sleep Foundation revealed that in the past year, half of Americans said they had driven drowsy at least once, and one in five admitted to falling asleep at the wheel.

Drowsy driving is estimated to cause about 20 percent of accidents or 1.2 million a year, which is more than drugs and alcohol combined.

What’s more, the problem is getting worse as growing numbers of Americans become increasingly sleep-deprived in our 24/7 culture.

“There’s a new definition of the shift worker,” said Dr. Mark R. Rosekind, president of Alertness Solutions, a California-based company that provides advice and training on fatigue management.

“Every segment of our culture is now working round the clock: health care, transportation, public safety, technology, economics and banking, convenience stores and gas stations.

“People are getting less and less sleep and their body clocks are more dis-

rupted. Drowsy driving is the consequence.”

Now add to the day-to-day sleep disrupters the demands of holiday preparations and activities: shopping, cooking, cleaning, traveling, dinners and parties with heavy meals and alcohol. They total a recipe for disaster behind the wheel.

The combination of drowsiness with just one alcoholic drink can impair driving skills as much as four drinks will. With the typical college student’s sleep debt, one beer has the impairing effect of a six-pack.

What are signs of trouble

“The brain is an opportunistic sleeper,” said Richard Gelula, executive director of the foundation. If a person is sleep-deprived, he explained, the brain will lapse into sleep at the first sedentary chance it gets: in front of the television, at a concert, a play, or while driving a motor vehicle.

“Let’s face it, driving is not an exciting activity for the brain,” said Gelula.

The average person needs eight or more hours of sleep a night to be fully rested; teenagers need nine. But, most Americans are lucky to get six or seven, accumulating sleep debt.

A study by the AAA Foundation for Traffic Safety showed that people who

See DRIVING, A-5

DRIVING: 8 or more hours sleep is still best

From A-4

slept six to seven hours a night were twice as likely to crash as those who slept eight hours or more, and people who slept less than five hours had a risk of crashing four to five times as great. For those who must stay awake during the hours when people are biologically programmed to be sleeping, the problem is much worse. Most sleep-related crashes occur from 2 a.m. to 6 a.m., with a second peak in midafternoon, the traditional siesta time. Even if drowsy drivers do not fall asleep, alertness is greatly diminished, reaction time is much slower and the chance of causing accidents is greatly increased.

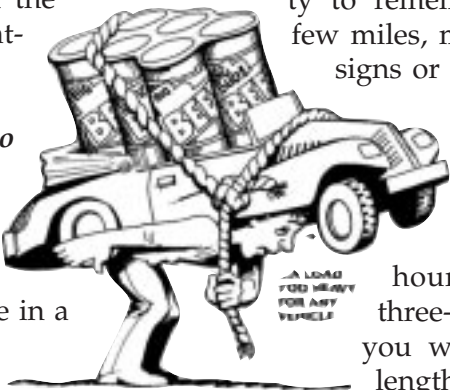
How can you tell if you are too tired to drive safely? First, assess your likelihood of dozing off under these circumstances: while sitting and reading, watching television, sitting inactive in a public place like a theater or a meeting, sitting quietly after a

lunch without alcohol, or riding as a passenger in a car for an hour. The more often you fall asleep when you are supposed to be awake, the sleepier your brain is and the greater the chance of dozing off behind the wheel. There are also telltale signs of impending sleep while driving, though many drivers are either unaware of them or choose to ignore them. They include repeated yawning, a sensation of heavy eyelids, difficulty focusing your eyes, trouble keeping your head up, daydreaming or having disconnected thoughts, drifting over the center line or too close to the edge of the road, inability to remember the last few miles, missing traffic signs or finding yourself tailgating. Consider that at 60 miles an hour, in just a three-second doze, you will travel the length of a football

field, which is far enough to run off the road, crash into a barricade or vehicle.

What do we do? First and foremost, stop cheating on your sleep. Before starting out on a trip, be sure to get a full night's sleep. Plan ahead so that you're not up late getting ready to leave. Don't start out at night for a drive that will run into your usual bedtime hours. On a long trip, it is best to have at least two drivers who can take turns. A third person in the car who will stay awake and talk to the driver is even better. Especially if you are the only driver, take frequent breaks. At least once every two hours or 100 miles, pull off the road and walk around briskly for a while. Avoid eating a big meal or one loaded with carbohydrates before driving. Instead, bring along light, preferably protein-rich snacks and nonsugary drinks to stave off hunger. Don't wear anything tight around your waist; instead put a hefty dose of caffeine under your belt. But, if you ordinarily consume lots of

caffeine, you may be tolerant to its stimulant effect. Best to save this drug for when it is most needed. Also, note that it takes 15 to 20 minutes for the caffeine you drink to reach your brain, so don't wait until you are beginning to feel sleepy. Listen to informational or conversational programs, or better yet, play recordings of interesting books when driving monotonous roads. Play music you can sing along with. If you note the telltale signs of sleepiness, the best solution is to pull off the road into a safe area as soon as possible and take a nap. Bring along a kitchen timer or set your watch to awaken you in 20 minutes. A longer sleep is more effective in the long run, but can cause sleep inertia, necessitating about 15 minutes of physical activity and a cup of coffee to restore your alertness. If it is not possible or safe to stop for a nap, two cups of coffee (or their caffeine equivalent of 300 milligrams) can keep you alert for about three hours if you are not tolerant.



RESCUE, From A-1

with the Coast Guard to assist boaters in distress on the Windward side of the island.

“We help the Coast Guard with most stranded boater incidents from Kahuku point to Makapuu,” said Santos. “It takes them a long time to get a boat around to this side of the island, so we help whenever we can.”

While the Coast Guard has aircraft for search and rescue operations anywhere on the island, some of the waterborne capabilities overlap. Waterfront Operations contacts the Coast Guard and advises them of their plans, and when the Coast Guard gives the thumbs-up, the Sailors go to work.

Waterfront Operations, in addition to providing 24-hour security for the base and providing a waterborne search and rescue capability to the base, also provides mission and training support for the many Marine, Navy, and Coast Guard units in Hawaii. They also provide MCB Hawaii with a readily accessible Environmental Response Team in case of an oil spill in Kaneohe Bay. This unit has all of the equipment required to reclaim oil in the event of a spill.



Above — Santos and the staff at Waterfront Operations keep a close watch on the vessel and make sure the stranded crew has all of the assistance it needs. Right — Santos makes contact with the crew and offers assistance.

